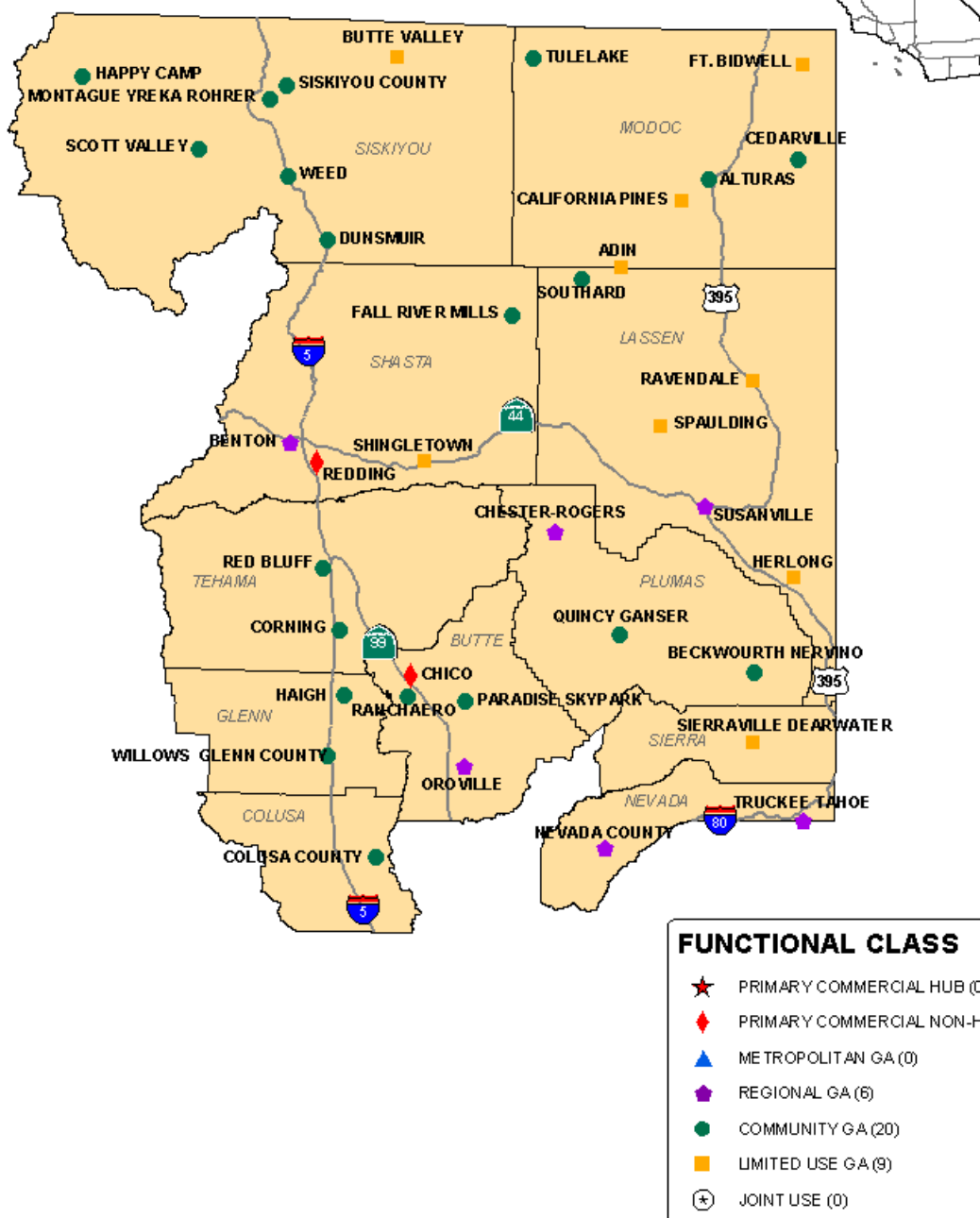


California Aviation System Plan: Region 2 Public Use Airports

NORTH STATE



North State Region

The North State Region is located in the northeastern portion of California bounded by Oregon to the north and Nevada to the east. Each county within this region functions as its own Regional Transportation Planning Agency. The eleven counties in this region are:

Modoc	Sierra	Siskiyou
Nevada	Shasta	Lassen
Plumas	Tehama	Butte
Glenn	Colusa	

Regional Overview

In 2000, the California Department of Finance estimated there were 680,500 residents in this region. By 2020, the population is estimated to increase by approximately 45% to 986,100 people.

Of the 36 public-use airports in this CASP region, Redding Municipal and Chico Municipal are the only airports in the region with scheduled passenger service. The *1999 CASP Forecast Element* stated there were 1,375 based aircraft and 696,369 general aviation (GA) annual aircraft operations within the region. By 2015, these figures are estimated to increase by 41.7% (to 1,947 based aircraft) and 39.8% (to 973,382 annual GA operations) respectively.

Airport Comparison by Functional Classification Category

Primary Commercial Service Hub Airports

There are no Primary Commercial Hub Airports in this region. The closest Primary Commercial Hub airport to the region is Sacramento International. Refer to Section II for a discussion of all California Primary Commercial Service Hub Airports.

Primary Commercial Service Non-Hub and Commercial Service Airports

Redding Municipal and Chico Municipal are the North State Region's only Primary Commercial Service Non-Hub airports. As the region has no Primary Commercial Service Hub Airports, these two facilities play critical complementary roles in the region's air transportation network, providing the region its only direct access to national and international commercial air service. Redding Municipal meets all minimum standards while Chico's only enhancement need is for a runway extension of about 300 feet. In addition to commercial air service, both airports serve as forest fire air attack bases with significant numbers of based tanker aircraft.

Metropolitan General Aviation Airports

There are no Metropolitan General Aviation airports in the North Coast Region.

Regional General Aviation Airports

There are six Regional General Aviation Airports in the North State Region: Benton Field (Shasta Co.), Chester Rogers (Plumas Co.), Nevada County Airpark (Nevada Co.), Oroville Municipal (Butte Co.), Susanville Municipal (Lassen Co.), and Truckee-Tahoe (Nevada Co.). Most airports are in need of runway extensions, 24-hour weather services and instrument approach procedures. Thus, these types of projects are deemed to be of higher priority. The feasibility of extending Benton Field's runway is considered doubtful due to both terrain and encroaching development. Nevada County Airpark is due to have an AWOS installed

during 2004, and Truckee-Tahoe Airport is on track to have California's first Transponder Landing System in the next year or two, depending on delays in the process of installing and testing this new technology.

Community General Aviation Airports

The majority of the region's airports, twenty, are Community General Aviation Airports. Red Bluff (Tehama Co.) is the only airport to meet all minimum standards. Most airports in this class need runway extensions, visual approach slope indicator equipment, 24-hour on-field weather services, and instrument approach procedures. The feasibility of extending runways at Dunsmuir, Happy Camp, and Paradise Skypark is considered doubtful due to space constraints. In several cases, airports are located in very close proximity to each other. To avoid redundancy and maximize system-wide utility and safety, priority is weighted in the following directions: Siskiyou County over Montague-Rorher, Alturas over Cedarville, Red Bluff over Corning, and Willows-Glenn County over Haigh. Priority is also considered Quincy-Ganser and Fall River Mills airports, the latter of which is in the process of extending its runway length to 5,000 feet. Also notable are the three non-NPIAS airports, Montague-Rohrer, Ranchoero, and Southard. Of these, Ranchoero and Southard share the need for runway extensions and widening and visual approach slope indicator systems. None of these three have instrument approach procedures. Fuel Service at Southard is also a needed enhancement.

Limited Use Airports

The remaining nine airports are classified as Limited Use, and generally meet most minimum requirements except for runway length and width. California Pines is the only facility to meet all minimum requirements, though Butte Valley's only in need to do so is a slightly wider runway (10 feet). Of the remaining seven airports needing both longer and wider runways, the feasibility and demand for such significant enhancements as identified at Ravendale, Shingletown and Sierraville-Dearwater is questioned. Of potential significance, data research did not indicate a weight limit for Ravendale or Fort Bidwell (a gravel strip). All airports in this category except Butte Valley are Non-NPIAS facilities. On another important note, the state permit for Shingletown Airport in Shasta County is currently suspended. Should its permit be reactivated, its will be considered for priority status. Additionally, two Limited Use airports in the North State Region have recently been considered for closure, Fort Bidwell and California Pines. Obviously, investment should only be prioritized for facilities whose sponsors are committed to keeping them open and in compliance with the conditions required under their state permits.

Enhancement Prioritization

The airports below are considered the region's highest priority facilities in terms of system capacity and safety enhancement. Enhancements at these airports would improve regional and state system capacity and safety, and perhaps make them worthy of reclassification:

- Redding Municipal
- Chico Municipal
- Truckee-Tahoe
- Siskiyou County
- Alturas
- Red Bluff
- Willows – Glenn County
- Fall River Mills
- Quincy-Ganser
- Benton Field
- Alturas
- Spaulding
- Butte Valley

All Non-NPIAS airports are also worthy of extra consideration at the state level since they are not eligible for federal funding.

Table 4

REGION 2 NORTH STATE - Enhancement Needs and Estimated Costs										Total Estimated Costs For All Regional Projects: \$16.42 Million					
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAILABLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
PRIMARY COMMERCIAL SERVICE NON-HUB				GOOD		150		VASI/PAPI		100LLA		50K SW	YES		ILS
CHICO MUNICIPAL	7000	6724	\$140,000	GOOD		150		PAPI		100 100LLA		63000	YES		ILS
REDDING MUNICIPAL	7000	7003		GOOD		150		PAPI		100LLA		98000	YES		ILS
REGIONAL GENERAL AVIATION				GOOD		75		VASI/PAPI		100LLA		12500	YES		GPS/VOR
BENTON	4800	2420	TBD- Terrain	GOOD		80		PAPI		100LLA		12500	NONE	\$100,000	NONE
CHESTER-ROGERS FIELD	6100	5000	\$390,000	GOOD		100		PAPI		100LLA		60000	NONE	\$100,000	NONE
NEVADA COUNTY AIRPARK	5600	4350	\$330,000	GOOD		75		VASI		100LLA MOGAS		30000	NONE	\$100,000	GPS
OROVILLE MUNICIPAL	4800	6000		GOOD		100		PAPI		100LL80 A		60000	YES		GPS
SUSANVILLE MUNICIPAL	6000	4050	\$510,000	GOOD		75		VASI		100LL80 A		15000	NONE	\$100,000	NONE
TRUCKEE-TAHOE	6500	7000		GOOD		100		NONE	\$60,000	100LL80 A1+		60000	YES		GPS
COMMUNITY GENERAL AVIATION				FAIR		75		VASI/PAPI		100LL or 80		12500	YES		GPS/VOR
ALTURAS MUNICIPAL	5600	4301	\$340,000	FAIR	\$540,000	50	\$380,000	VASI		100LLA		12000	YES		GPS
BECKWOURTH NERVINO	6000	4660	\$350,000	POOR	\$1,220,000	75		VASI		100LL		12000	NONE		NONE
CEDARVILLE	5800	4415	\$360,000	GOOD		50	\$390,000	NONE	\$60,000	100LL		12500	NONE		NONE
COLUSA COUNTY	3700	3000	\$180,000	GOOD		60	\$160,000	NONE	\$60,000	100LL		10000	NONE	\$100,000	GPS
CORNING MUNICIPAL	3800	2700	\$290,000	GOOD		50	\$240,000	NONE	\$60,000	100LL		12500	NONE		NONE
DUNSMUIR MUNI-MOTT	5000	2700	TBD - Terrain	GOOD		60	\$140,000	NONE	\$60,000	100LL		12500	NONE		NONE
FALL RIVER MILLS	5000	3600	\$370,000	GOOD		75		NONE	\$60,000	100LLA		Unknown	NONE		NONE
HAIGH FIELD	3800	4500		GOOD		60	\$240,000	PAPI		100LL80		30000	NONE	\$100,000	GPS
HAPPY CAMP	4100	3000	TBD - Terrain	GOOD		50	\$260,000	NONE	\$60,000	NONE	\$100,000	30000	NONE		NONE
MONTAGUE-YREKA-ROHRER FIELD	4500	3360	\$300,000	GOOD		50	\$290,000	VASI		100LL		12500	NONE		NONE
PARADISE SKYPARK	4100	2700	TBD - Terrain	GOOD		40	\$90,000	VASI		100LL80		Unknown	NONE		NONE
QUINCY GANSNER	5300	4100	\$320,000	GOOD		60	\$220,000	VASI		100LL		12500	NONE		NONE
RANCHAERO	3800	2280	\$400,000	FAIR	\$240,000	30	\$20,000	NONE	\$60,000	100LL		Unknown	NONE		NONE
RED BLUFF MUNICIPAL	3900	5684		GOOD		100		VASI		100LL80 A		30000	YES		GPS
SCOTT VALLEY	4700	3700	\$260,000	GOOD		50	\$320,000	NONE	\$60,000	100LL		12500	NONE		NONE
SISKIYOU COUNTY	4700	7484		GOOD		150		NONE	\$60,000	100LLA		60000	YES		GPS
SOUTHARD FIELD	5400	2980	\$640,000	FAIR		35	\$160,000	NONE	\$60,000	NONE	\$100,000	12500	NONE		NONE
TULELAKE	5400	3577	\$480,000	FAIR		44	\$80,000	NONE	\$60,000	100LL		12500	NONE		NONE
WEED	4800	5000		GOOD		60	\$260,000	VASI		100LL		12500	NONE		NONE
WILLOWS - GLENN COUNTY	3800	4506		GOOD		100		VASI		100LL		38000	NONE	\$100,000	GPS
LEGEND: RED TEXT – DOES NOT MEET MINIMUM STANDARD SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS															
BOLD ITALIC TEXT – NON-NPIAS FACILITY															
ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS															

Table 4 Continued

REGION 2 NORTH STATE - Enhancement Needs and Estimated Costs															
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAILABLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
LIMITED USE				FAIR		60		NONE		100LL or 80		12500	NONE		NONE
ADIN	4000	2850	\$240,000	FAIR		40	\$200,000	NONE		NONE		12500	NONE		NONE
BUTTE VALLEY	4000	4300		GOOD		50	\$150,000	NONE		NONE		30000	NONE		NONE
CALIFORNIA PINES	4100	4250		GOOD		60		NONE		NONE		12500	NONE		NONE
FORT BIDWELL	4200	3660	\$110,000	GOOD		50	\$130,000	NONE		NONE		Unknown	NONE		NONE
HERLONG	3900	3260	\$130,000	GOOD		40	\$230,000	NONE		NONE		4000	NONE		NONE
RAVENDALE	4600	2920	\$350,000	GOOD		30	\$310,000	NONE		NONE		Unknown	NONE		NONE
SHINGLETOWN	3800	2340	\$310,000	POOR	\$410,000	50	\$80,000	NONE		NONE		Unknown	NONE		NONE
SIERRAVILLE DEARWATER	4900	3260	\$340,000	FAIR		50	\$110,000	NONE		NONE		12500	NONE		NONE
SPAULDING	5000	4600	\$80,000	GOOD		50	\$160,000	NONE		NONE		12500	NONE		NONE
Estimated Regional Cost Totals (by project type)			\$7,220,000		\$2,410,000		\$5,530,000		\$660,000		\$200,000			\$400,000	
LEGEND: RED TEXT – DOES NOT MEET MINIMUM STANDARD BOLD ITALIC TEXT – NON-NPIAS FACILITY ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS															